
From: Ken.Tatsuguchi@hawaii.gov
To: Miyamoto, Faith
Sent: 12/19/2009 4:07:36 PM
Subject: Re: City Rail Transit Project - Pearl Highlands Station Report

Hi Faith,

For timeliness, in lieu of sending a formal response provided below via this email are HDOT and FHWA comments for the subject report. Sorry for the delay.

Happy Holidays and thanks,
Ken

Ken K Tatsuguchi
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<Jodi.CHEW@dot.gov>

To <Ken.Tatsuguchi@hawaii.gov>

cc

12/16/2009 04:35 PM

Subject Re: City Rail Transit Project - Pearl Highlands Station Report

Ken

Paul asked me to let you know that FHWA has no additional comments.

Jodi

From: Ken.Tatsuguchi@hawaii.gov [mailto:Ken.Tatsuguchi@hawaii.gov]
Sent: Sunday, November 15, 2009 3:57 PM
To: Chew, Jodi <FHWA>
Cc: Harker, Paul <FHWA>; Robert.Miyasaki@hawaii.gov; Bryan.Kimura@hawaii.gov
Subject: City Rail Transit Project - Pearl Highlands Station Report

Jodi,

Attached for FHWA's review and comment is the subject report from the City. Initially, we were planning to send our comments to the City, have the report revised, then submit to FHWA. However, since time is running short, we're sending it to you for comments, after which we'll send it back to the City.

Our comments to the City are as follows:

1. If the intent of the report was to address any fatal flaws in the request, provide in the report emphasis on the geometrics of the ramps such as the decision sight distance to new direct access ramp on the existing H-2 Southbound to H-1 Westbound ramp and evaluation of the existing H-2 Northbound On-ramp versus AASHTO versus proposed restriping.
2. The report should also consider the 2030 analysis of the merge condition at the end of the H-2 Southbound to H-1 Westbound ramp that could be created by the additional H-1 Westbound lane through Waiawa I.C.
3. The 1:1 reduction or net change in volume will probably not occur due to latent demand, therefore adjust the change in volume

accordingly.

4. In Section 4, using AMFs for rural 2-lane highways is not appropriate for Freeway ramps since the SPFs are derived based on similar type roadways.
5. A 30% increase in accidents for the proposal to drop shoulders from 10' to 2' is significant. Do not say it is 'not significant.'
6. Provide in the report a feasibility analysis for not constructing the H-2 Northbound On-ramp in accordance with AASHTO standards.

H-2 Northbound On-Ramp

7. Increase traffic volumes on the on-ramp is not equivalent to a reduction in mainline traffic volumes. To characterize the "net reduction of approximately 100 cars at the merge junction" as a simple arithmetic comparison is, therefore, misleading and inappropriate. The significant increase in the number of cars that must merge into mainstream traffic has far greater impact and influence on operations than the relatively small percent decrease in mainline traffic volumes.
8. It is questionable that the traffic projections conducted for the much larger regional transit system is appropriate for site specific traffic impacts as assumptions made at the regional level are highly speculative when applied at a site specific location for operational analyses.
9. Reduction in lane widths and shoulders will also significantly impact traffic operations, creating a constriction and increased congestion upstream of the H-1/H-2 diverge, therefore include in the report the evaluation and address the traffic operations in addition to safety.
10. Report inappropriately applies "rural two-lane highway" safety performance to high speed freeway operations. Application and relevance of such analyses are questionable. Conclusion that narrowing of shoulders and lanes may result in a "slightly higher potential for accidents" is, therefore, inappropriately based on flawed analyses. At the very least, the report should specifically identify this discrepancy. (see comment #4)
11. Question whether the report appropriately accounts for increased bus usage on the ramp as heavy vehicles will significantly impact operations (difficult to see calculations, blurry). If buses aren't forecast to use this ramp, what guarantee will City provide that buses will never ever use this ramp and if buses are using other routes, has similar impact analyses been done on those routes.
12. If report assumes 300 vehicle reduction in traffic volumes on H-2 Freeway, then those trips must have transferred on to buses since transit does not serve Waipio, Mililani, Wahiawa, and the Northshore. What route will such bus service take? If not this ramp then what other ramp?

Thank you,
Ken

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